

Indiana Bike Trails Task Force

September 20, 2017

Meeting Notes

The second meeting of the Indiana Bike Trails Task Force occurred on September 20, 2017 at approximately 10:00 am at 1 North Capitol Ave. in the first floor conference room in Indianapolis, Indiana.

Meeting attendees included, Kyle Hannon (Chairperson), Paul Grayson (Vice Chairperson), Pete Fritz, Jeannette, Wilson, Andrew Forrester, Rep. Carey Hamilton, Rep. Wes Culver, Mitch Barloga, Dean Peterson, Bruce Kimball, Kara Kish, Jeff Smallwood, Vince Griffin, Rebecca Holwerda, Justin Schneider, Amy Marisavljevic, and Noelle Szydlyk.

Kyle Hannon, task force chairman, opened the meeting with a short welcome and a few remarks. Chairman Hannon's first order of business was to ask the audience/gallery to introduce themselves in order for the task force members to be aware of who was in attendance.

The meeting audience included representatives from the following counties, municipalities and organizations.

- Indiana Department of Natural Resources – Outdoor Recreation
- Office of the Lieutenant Governor
- City of Shelbyville City Engineer
- Vermillion County
- Multiple trail design and engineering firms
- INDOT – Bike Ped Program
- Indiana Office of Tourism Development – Communications and Social Media

HOUSEKEEPING ITEMS

Noelle Szydlyk provided direction to those task force members that are not state employees but parked in the state garage on how to get their parking validated. Kyle Johnson with IOTD provided assistance and returned post meeting with validated tickets.

MEETING OVERVIEW

Kyle Hannon, Task Force Chairman, expressed his appreciation of the attendance of those in the gallery. He felt it was important that everyone stay informed on the topic of trails and thanked everyone for coming.

TASK FORCE COMMUNICATION

Chairman Hannon transitioned into the conversation of communication with the public and media on items related directly to task force business. Hannon acknowledged that many task force members received phone, email and letter communication from various organizations and special interest groups. Hannon did not instruct task force members to avoid the media, but expressed his hope that any conversation will remain positive. Hannon then passed the conversation to Noelle Szydlyk and Amy Marisavljevic to lead further discussion regarding a new communications plan.

Noelle Szydlyk reviewed the Media Communications Plan handout that was provided in the meeting packet. The intent of the Media Communications Plan is to provide the group with a consistent messaging plan for the media as well as other trails constituent groups with an interest in the project.

Noelle Szydlyk introduced Amy Howell, Director of Communications for the Indiana Office of Tourism Development and explained her role in the communications plan. Howell will continue to provide direction to the communications plan as well as coordinate any external communications. Including, but not limited to press releases, meeting notices, and distribution of any other critical information. Howell will also assist in distributing formal media requests for interviews as they are made. Most importantly the goal is for the language being shared to be consistent and clear regardless of who is doing the talking.

To assist the task force with implementing the communications plan, IOTD and DNR have set up a landing page for pertinent public information on the task force. This landing page is basic and its main function is to host the Frequently Asked Question (FAQ) sheet, meeting information, basic updates to the committee's progress and serve as place for any and all information on the Bike Trails Task Force. Kyle Johnson from IOTD and Amy Marisavljevic with DNR will be responsible for keeping that information fresh and up to date.

Szydlyk followed up with suggestions on handling media requests. She directed that formal requests made directly to task force members by the media should be communicated to IOTD. Task force members are welcome and encouraged to complete interviews as they are comfortable. Often there may be someone in the group that has expertise in a specific area and a question may be directed to that member. It is appreciated that a quick communication be made via phone or email with Szydlyk at IOTD simply so they are aware. If task force members are not comfortable completing an interview or answering a specific question they are encouraged to pass on the request. Amy Howell with IOTD will work with Noelle Szydlyk to determine who will be the best person(s) to answer the request. Committee members were again encouraged to share their own opinions but remember they are representing the company, agency or organization in which they work for as well as the task force.

To complete the discussion, Szydlyk provided a basic review of the contents of the FAQ sheet and why it was a critical tool. She mentioned that it can be shared with the media, a constituent with a specific question. These same group can also be directed to the landing page for more details.

Amy Marisavljevic of DNR who created the FAQ sheet, then reviewed its contents in greater detail going over each section. Question Included in the FAQ sheet fall into three critical areas.

1. The list of task force members
2. Basic questions that have been currently asked multiple times and answers to each question.
1. Quotes from task force members have been captured and can be reused. Marisavljevic explained that these quotes are approved and can provide a media member to avoid having to chase down a task force member for an interview.

Szydlyk commented that the FAQ sheet is a working document. Task force members were asked to provide feedback, updates or changes to the sheet to Szydlyk or Marisavljevic. As new versions of the FAQ sheet are developed they will be emailed to task force members and posted on the landing page. No suggestions had been received at the time of the distribution of the meeting notes.

Jeff Smallwood asked a questions about where to find the landing page. The web address was provided in the FAQ sheet in multiple locations. Task Force members were encouraged to check it out and then bookmark the page for future use.

Kyle Hannon asked if we were allowed at this time to share the landing page web address. All task force members are encouraged to start using the landing page as a resource and share it with the public.

NEW BUSINESS

The Big Idea discussion that began at the meeting in August, was restarted by Chairman Hannon. The discussion started with an introduction and moved into a full group discussion. Hannon conveyed that everyone within the Task force represents a different community or group. In addition there are many more groups across the state also focusing on the same trail topic.

Below is a short list of questions posed by Hannon to start the conversation.

- What is the best way to get a handle on what everyone is doing?
- How do we spend a budget we don't have?
- How best can we move this topic along?
- If we connect trails what does that do for us?
- What have we accomplished if we do connect the trails?
- What type of ideas are already out there? Two ideas that were offered by Hannon or have been previously mentioned were the Lake Michigan to Ohio River project that came from the Bicentennial Visioning Project and the idea of a 500 mile loop trail originally shared by Representative Culver.

Chairman Hannon put up for discussion the opportunity to determine what is the "big idea" that could provide direction and inspiration to communities across the state. This idea becomes the focus. He questioned, "What if this group could determine the "thing" that would engage the larger audience of communities to want to be a part of it?" The idea of creating something that would then drive new projects or completion of existing trail projects to connect to and be a part of that "big idea". The next step would then be to use the big idea to define what it is the task force wants to accomplish.

BIG IDEA DISCUSSION

Mitch Barloga introduced himself to the group as he was not at the last meeting. Barloga is with the Northeast Indiana Regional Planning Committee (NIRPC). One idea of a trail that is already in development is the American Discovery Trail. Barloga wanted to make sure the Task Force doesn't forget about what is already complete or in progress. There are many areas around the state that are well organized and have existing trail systems.

For example, Barloga shared that Northern Indiana is already together and organized. He also included the Cardinal Greenway to the Nickle Plate Trail - Richmond to Marion to Muncie. He also added the Nickle Plate Trail has a completed section through Starke County and then north up to Lake County, however there are gaps along the way that need to be connected.

Another suggestion provided by Barloga is the Industrial Heartland Trail as this may be a place to review for ideas. They have created a link of trails to 4 states. Idea is to eventually connect Washington DC to Chicago. Portions of the trail are complete but not connected.

<http://pecpa.org/program/industrialheartlandtrails/>

Barloga also provided a number of other national trails and organizations that are either connected or attempting to connect to Indiana. These could also be good starting points for the task force. One organization is the Rails to Trails Conservancy. This is a national organization that supports this effort. www.railstotrails.org.

Barloga shared that the portion of the trail from Pittsburgh to Cleveland is in process and almost complete. He also explained that Indiana has some of what would be needed to connect to Chicago already in place. Barloga feels it is a very doable link to get things together as this would run across the northern part of the state through Elkhart, South Bend and Michigan City. This specific project is gaining momentum in the northern part of the state and nationally.

In an effort to get back to the original question at hand, Jeff Smallwood offered a response to the original Big Idea question. Having a big idea to aspire to provides a good starting point for legislation and for people to follow along however the Task Force needs to continue to consider completing some of the smaller projects around the State of Indiana and not abandon this idea in favor of something bigger.

Jeanette Wilson (INDOT) was also not able to attend the last meeting and offered up her insight into projects currently underway or completed in Indiana. US Bike Route Program 35, 50 and 36 are already approved. Wilson simply wanted to make sure we discussed or reviewed this so the group was aware they existed.

Vince Griffin posed the following question. "Do we have a handle on what has already been done, or is being done?" Amy Marisavljevic responded that yes DNR has explored collecting this information in one place. A comprehensive trails map was provided to the group by DNR for their use during the discussion. Marisavljevic passed on review of the map to coworker Bob Bronson for further explanation.

STATEWIDE VISIONARY TRAILS PLAN

Bob Bronson with DNR provided insight into the Statewide Visionary Trails Plan that was established by DNR and was brought in during Daniel's administration. A map was provided in the packet at the September map and can be accessed at <http://www.in.gov/dnr/outdoor/files/chap6.pdf>.

Bob explained how this map and information was collected. There were multiple meetings with stakeholders, etc. This is also part of the statewide comprehensive recreation plan (SCORP). Bronson shared that DNR has a great deal of information on what land/area we can use, what we cannot, what trails have already been created, where there are good connection points, etc. DNR has also already identified ideas on triangles or loops that are available.

By knowing which corridors we could follow, what has been rail banked already, and what those connectors could be will save in planning and research for the Bike Trails Task Force. DNR feels that this would create a more significant impact by completion rather than creating something complete new from scratch. Some trails only have small missing pieces that need to be completed. Action by the Trails Task Force in this way could assist in providing more completion to the Visionary Trails Plan.

During the development of the statewide visionary trails plan, DNR representatives met with stakeholders to determine what they wanted to do and truly understand what stakeholders wanted to

see happen. Bronson and other DNR staff offered multiple times as to what connectors would work best if the Trails Task Force wants to move forward with connecting existing trail. He explained that DNR has been working on this for years.

In addition to Bronson, Marisavljevic of DNR also offered support. She commented that the trails or trail ideas in the Statewide Visionary Trails Plan have been vetted to make sure these are actually feasible and possible to happen. The feasible plans are what is shown on the map. Marisavljevic also offered to assist with information gathering or to be the provider of information. In addition to vetting the current and potential trail project, there was also an interest from DNR to connect to the state parks from existing trail systems.

As was mentioned, visionary trails identified on the map that was distributed are trails that have real potential and are in areas where they are feasible to build or connect. During the Statewide Visionary Trails Plan research and development local stakeholders in these areas have provided details and ideas.

DISCUSSION OF THE TRAILS TASK FORCE PURPOSE – Continued discussion of the “Big Idea”

In an effort to get the meeting back on the agenda, Kara Kish offered a few points as we continued the Big Idea discussion. Kish reiterated that there are many resources available. While there are many resources, the Bike Trails Task Force still needed to determine what they want to do. Kish offered that the group does needed to focus on the timeline to make sure we have something that can be provided to the legislature at the end of next year. In addition, she shared that the group needed to determine a task or project that is worthy of budget adoption.

Rep. Carey Hamilton reminded the group that trails offer buckets of economic opportunity. Specifically identifying Tourism and Economic Development as two of those buckets. Rep. Hamilton shared the concept of the original 500 mile vision and thought this was an exciting way to frame things.

In addition, she added that local connectivity, employer attractiveness, economic development are increasingly important to Millennials. The Task Force needs to consider how these buckets affect their “big idea”. She commented that Hamilton County is doing a great job. She also commented that north side of Indianapolis is trying to determine how to get connected via trails in this area because it is more of an urban space.

Vince Griffin agreed that connectivity of the trails is the key. Griffin mentioned the Amazon Headquarters project and the staggering number of jobs but also shared that transit corridors and connectivity were keys in the bid for their relocation. He also thanked Rep Hamilton for her insight.

During the discussion, Griffin asked another question of the group. Does the Bike Trails Task Force need to focus on engaging communities quickly? In response, Kyle Hannon outlined what is happening in Elkhart County where he is part of the Mayor’s Bicycle Council. He used this as only an example but was curious how we can get to all 92 counties. Hannon mentioned a group called MAYCOG that developed a planning standard for communities/roads/engineering. Hannon asked another question in response. Do we need to go a step further to come up with something visionary beyond what has already occurred?

Mitch Barloga offered up his thoughts on the Trails Task Force “big idea”. Barloga felt we should focus on western Indiana from areas in Lake County south as far as Terre Haute. Barloga explained that Newton County has interest in doing something to develop a trail on their abandoned rail in the county.

This specific rail corridor is currently the only area not currently included in an existing visionary project. There was also conversation during this time that the 500 mile loop idea is more of a brand or marketing concept instead of an actual project.

At this time Noelle Szydlyk interjected in order to bring the group back to the discussion of the “big idea”.

At this time, Amy Marisavljevic with DNR returned to the idea of identifying a route. She wanted to make sure the group doesn’t stray from identifying actionable concepts as outlined in the bill and not to spend time on items that might be more pie in the sky and not reachable. She shared that creating 500 miles of new trails was less likely to be actionable than connecting 500 miles of existing trails.

Kara Kish reviewed a campaign that has been put together by the National Recreation and Park Association. They have developed a “Mayoral Campaign”. As Kish explained, mayors around the United States are being asked to adopt and promote and lend their voice to campaigning about the need to develop streets in their communities that include trails as well as trails that connect parks and safety on roadways. These campaign notes are currently being distributed to mayors across the country and as new parks are created the mayors are being asked to follow a provided list of best practices.

Kish’s idea is to create a modified list that is county wide but similar and focused on the county commissioners as well as mayors that may be running for reelection in 2018. The Task Force could create an actionable campaign with leadership at the county level to ask elected officials to publically support the program. This would be a program that is doable and something that people can take and use.

Dean Peterson attempted again to bring the group back to the topic at hand in determining the big idea. He posed the following question to the group. Are we determining if we have to come up with these actionable items or are we more on target to determine what the big idea is?

Paul Grayson spoke to continue the Big Idea discussion and provide rebuttal to the thought that the Big Idea can’t be too big and needs to be doable. Grayson provided explanation that a big idea is actionable. There does not have to be a short timetable on the big idea. The timeline may be very long and not something to complete in 16 months. As a Task Force, Grayson explained that the group has an opportunity to do something remarkable. He further shared that he would hate for the state to pass up on the opportunity to do something significant. Indiana is made of diverse communities. For example, Indiana has rural communities that are struggling and a trail project would be a possible lifeline for them. A big idea is something that can gain momentum. Grayson shared again that this is a one-time opportunity for the Task Force to think big and bold. He shared concern that we don’t want to miss on the opportunity only because we sell ourselves too short by being constrained and thinking too small.

Justin Schneider added points related to tourism growth and how it may affect the development of the big idea. Schneider began with a question. He asked the group to think about the “what”. How do we identify and define? What are the parameters we are trying to meet? Then in his experience, Schneider shared that if the Task Force wants community support. We need to know what the benefits are for the community and understand how to share that information. Schneider felt that we could get community support, but that buy in from the community is going to require a bigger picture. We need to define multiple benefits in addition to health and wellness. These benefits could include:

- Economic incentives
- Usage
- Connection for the community
- Vision – what is it and why is it important to people in that community

Schneider explained that it is very important for the Task Force to come out of this with a roadmap that can be communicated to the local communities. The Task Force members have to do a great job sharing information on the front end to make sure everyone at the local level feels informed and part of the decision.

Pete Fritz with ISDH provided a different approach to thinking. He reminded the Task Force that there are a large amount of suitable projects that are already in place in the communities and that these trail plans cover over four million people across the state. Through different methods, a big idea could be to stitch these existing projects together with both off and on road routes.

Another idea presented was to look at events in other states that engage multiple communities across the state. They also drive tourism and bring in riders nationally.

One to look at is RAGBRI in Iowa. Indiana could consider this as a similar idea or big project. The route changes and small towns vie to be on the route every year. About 10,000 people participate every year. Fritz continued that the big idea doesn't have to be one large project but more of a promotional event about the established route.

Fritz explained that a promotional or marketing project could inspire people to participate and get on a bike and inspire communities to participate and want to be a part of this (bring tourists to their community and highlight their trail system).

Andrew Forrester directed the discussion of the big idea toward empowering people and communities. Forrester explained that we needed to focus our task force efforts to inspire communities to start piecing this together. Allowing the local community to have a say and in turn empowering them to participate. In his experience the local community needs resources to complete the projects they already have in place. He expressed that the Bike Trails Task Force's big idea could act as an inspirational piece to assist the communities in raising the necessary resources to complete their existing projects. Being a part of the bigger picture would help a smaller local community to sell their idea and raise funds.

Jeanette Wilson with INDOT provided an explanation of the Complete Streets Program Complete Streets and the progress they have made this year. The CS program is focused on all bicycle and pedestrian users. The goal is to provide municipalities with the training to design streets new streets with all users in mind, not just automobiles. This includes everything from bike lanes to sidewalks, etc. Workshops were held during 2017 throughout the state by INDOT in order to take the training to the end users and improve participation numbers. This information is currently available for those that were unable to attend the workshops on INDOT's website and it is free.

The big idea conversation continued. Bruce Kimball focused on inspiration and enthusiasm. Mr. Kimball felt that we need to develop a concept that will be a selling point to the state legislature. One idea is to sell bike trails as an economic benefit and improvement to the quality of life in Indiana. It is an idea that

brings people in and keeps them here. In order to provide something for every user, we need concrete and asphalt trails. They allow for all users regardless of skill level to participate.

Mitch Barloga spoke up next to provide insight into his thoughts on the big idea. Mitch would like to see a trail maintenance fund to provide annual upkeep to the trails we currently have. It was brought up that the Indiana Greenways Foundation has a trail marketing fund. They continue to try and work with the legislature to develop a funding mechanism to support ongoing trail maintenance throughout the state. While the Greenways Foundation has been continually pushing this with the state legislature, Barloga would like to keep the dialog going with the Bike Trails Task Force. There was a fund successfully established at one time by the legislature and exists, but there is no source of income to feed the fund.

The conversation then turned to discussion of the audience. Who is the intended audience of this big idea? A short list of possible group or audiences is spelled out below.

- Out of State tourists
- Recreational rider
- Long mileage rider
- Rider only looking to improve health and/or wellness
- Economic development
- Connectivity in communities

There was also discussion of the need to bring a few more groups to the table due to their understanding and expertise. Both organizations have connection to local community's that may be struggling to complete trail projects. Accelerating Indiana Municipalities

- AIM — Accelerating Indiana Municipalities
- Association of Indiana Counties

Mitch Barloga brought to the group's attention that Indiana University is conducting a study related to trail usage. They are studying and surveying users to identify who is using the trail, how frequently, and why they are on the trail. The IU research group is following use on 9 trails, both off road and multi-use paved trails. According to Barloga and the study, 95% of the monies are going to bike/ped trails and not to off road or dirt trail systems.

Rep. Carey Hamilton provided some local insight as to what is being done in her area to promote bike travel Indianapolis has an ordinance related to bike lanes on roadways. She stated that 19 municipalities and MPO's have ordinances related to bike lanes in place. These ordinances affect 3 million Hoosiers. Rep. Hamilton shared her support for the Complete Streets Program. Pete Fritz shared that the Indiana State Department of Health keeps this information and data. He shared that about 52% of the population is covered or will be. There are additional communities in the state currently writing these types of policies.

UPDATE TO THE ORGANIZATIONAL CHART

Kyle Hannon led a review of the updated organizational chart. He explained that the new version is broken down into four boxes instead of the original six. Nothing was removed but a couple of the areas were combined to better organize the chart.

During the discussion of the changes, Rep. Wes Culver asked “where do we show what is being done by the committee?” He asked a follow up questions, “does this fall under trail connectivity or development?”

Hannon explained that the Idea concept and development are not there because what is being done has yet to be determined. Kyle wants to make sure everyone needs to be in the kitchen for the big idea. Paul Grayson shared that the leadership group didn’t want to leave that decision up to a small group or subcommittee to determine. The four groups/boxes were set up to support the big idea(s) – the ideas or actionable items haven’t been identified.

The group had further discussion about how the organizational chart could be altered further. These suggestions were taken into consideration and draft three of the chart will be created.

DIVIDING UP THE BIG IDEA

The first question asked was “What are the actionable items?” Szydlyk then asked for more clarity on the actionable items.

Action Item #1

Justin Schneider offered that a Tool Kit of resources for communities looking to build or develop a trail system could be the focus of the task force. Schneider included a few things that would need to be done in order to create the tool kit:

- Critical look at the resources that are available
- Identify the pressure points that are at the local level and how do we address them.
- Make sure that the resources that are available are useful and that we haven’t missed something along the way
- Provide direction on how to promote and market the big idea. Close the gap to get the people there that need to hear it.
- Use the state agencies that are already working on these concepts to push the tool kit forward.
- Create a forum to in which to create and promote the tool kit.

As a way to promote the project, additional suggestions were brought forward.

- Bring in communities that have had success and learn from them – lives on beyond the website – connect new communities with old.
- Create a Road show that takes these objectives out to the communities to share the message.

Action Item #2

Create a maintenance Fund for upkeep on the trails and determine the creative ways to support the fund.

Action Item #3

Complete 500 miles of connected trails. This idea is still on the table. There are still people in the group that seem to like this idea.

- Need to determine if this is 500 mile event to support or promote it or if it is a promoted trail.
- Need to determine what are the economic benefits of this long trail are.
- Marisavljevic requested that there is more discussion on the idea of 500 miles of connected trail instead of a 500 mile loop of new trails.

Action #4

Using a platform of creating useful transportation and/or purposeful transportation, develop a trail or connect existing trails systems. This was an idea that has flourished in Carmel at the backing of Carmel Mayor, Jim Brainard.

Action #5 – Work with INDOT to complete a Bike and pedestrian study. There is concern for the timeline to do this type of research. The timeline for completion may not match up with the task force timeline due to the nature of research, etc.

Hannon then requested further explanation from some of the key state agencies represented on the task force as to what is going on around the state. This request is in an effort to make sure the task force isn't working on a project that has already been completed or is in the works with another agency or organization. Amy Marisavljevic and Noelle Szydlyk will work with Kyle to set up a time to get educated on the Visionary Trails program.

Two organizations were identified that need to be engaged or invited to the next meeting.

- AIM – share the broad vision – Would like to learn what we could do for them.
- AIC - Association of Indiana Counties – Would like to learn what we can do for them.

Diverting back to the conversation of the organizational chart, Mitch Barloga suggested the leadership rethink the organizational chart. He would like for the task force to consider the following areas be created, renamed or shifted to make the organizational chart more complete

- Planning – Connections, design and location of routes, how that works, how it will come together
- Promotion – events, marketing, media/communications, safety, health benefits, website
- Building – Determining the cost of development/routes, fundraising and defining creative funding mechanisms
- Sustainability –maintenance strategies and defining costs, tool kit, operations, best practices for local communities, data collection

Barloga further explained that use of these committees there is opportunity for expansion and as well as a place for people or industry organizations to fill supporting roles.

FUNDING SOURCE DISCUSSION

Jeff Smallwood posed the question, “Can we ask DNR to work on pulling together the connections?” Can DNR help us to determine what is doable and what is already out there as a possible connection?” In representation of DNR, Marisavljevic responded that yes DNR can assist with prioritizing areas of the state that need trails/want trails, determine how many miles will connect as well as what types of funding are out there currently.

Bob Bronson, also representing DNR as part of the gallery, responded to Mr. Smallwood's question. Bronson shared that finding funding to complete or start trail projects is the hold up. Communities already know what they want to do. At a time when funding was available, the state was able to put a ton of trail on the ground all at one time. Bronson feels we need an investment from the state to keep this going. Specifically, Bronson added, the visionary trail map that was put together by DNR has been completed but it needs funding to make it happen. Based on his experience, Bronson noted that innovative funding ideas are most important as this could be as much as a billion dollar project.

One idea that was brought to the front was the Volkswagen settlement money that was coming to the state. Bruce Kimball had asked previously for more information. He was curious if this was an option for a bike trails project.

Prior to the meeting Szydlyk and Rep Culver's office did research on the funding coming to the state due to a settlement with Volkswagen. Szydlyk reviewed briefly what types of projects are available to be funded with this money. Specifically the projects must involve emissions for vehicles or upgrading and replacing equipment that doesn't meet current emission requirements. There are not a general fund dollars that would be available for a trails project. Everyone was in agreement that this type of creative funding source is what we need to continue to look for.

Senator Culver provided a final note related to funding and his work with the legislature. He shared that it is much harder than simply drawing a map and asking for funding to cover it. The project needs to have a more important, concrete or specific ideas to go along with it. The Task Force is more likely to get buy in from state legislature if there is a larger picture with a connection to multiple areas and items. The project also needs to have support from local communities and municipalities.

Senator Culver also explained that in the coming year, health care changes at the federal level will throw more costs back to the states and the state. In his funding example, if we are looking for \$.10 of a dollar tax to provide for more trails across the state then we must be able to share in that costs. Sharing the cost may force this project to be a 20 year project instead of completing it in 2-5 years. In order to avoid simply asking for funds from the legislature, the Task Force needs to continue to be creative as to how we might identify the funding. This creativity may come in the form of public/private partnerships in order to share some of the expense.

NEXT STEPS

- The Big Idea is something we need to work toward like a guiding principal
 - o The tool kit that was discussed becomes a support item to this bigger idea.
- Funding opportunities need to be determined as well as how to sustain those funding sources.
- Determine who we need to talk to.
- Hear from AIM and Counties org at a future meeting about their needs/interests related to trails.
- Kara Kish to bring a proposal to the table on the idea of who can promote the tool kit that was discussed.
- Pete Fritz and Amy M. to provide a current list of existing organizations and programs that are working on trail initiatives.

NEXT MEETING

Next meeting of the Bike Trails Task Force is December 6, 2017 at 10:00 am. Location is TBD.